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LAKE DISASTERS.

A Number of Vessels Wrecked and Many Lives Lost.

THE NUMBER MAY REACH FIFTY.

By the Sinking of the Propeller Dean Richmond Eighteen Lives Were Lost Near Buffalo—The Minnehaha Goes Down Near Manistee, Mich., Carrying Six Sailors With Her—The Storm on Lake Superior the Worst Ever Experienced.

BUFFALO, Oct. 16.—Eighteen persons, the entire crew of the propeller Dean Richmond, are given up for lost in Saturday night's storm on Lake Erie. The corpses of five have been washed ashore off Van Buren Point, 40 miles from this city, near Dunkirk.

The shore of the lake is strewn with wreckage and merchandise, and the waves are yielding up further evidences of the fate to which the Richmond has gone.

Another boat, the schooner Typo, is thought to have gone down with her crew just off Graveley Bay on the Canadian side, a few miles from this city. She is owned by the Hargrove company of Detroit.

Anxiety for the vessel became general in shipping circles Saturday night when the severity of the northwesterly gale that had been sweeping Lake Erie for 48 hours was made known by incoming vessels. The vessels showed the effects of the terrible seas, some being badly stove in and minus parts of their rigging.

About 9 o'clock yesterday morning Captain Leiske of the Helena reported having sighted the Richmond off Long Point. The storm was at its height at the time and it was impossible to render any assistance to the vessel, although she seemed to be laboring under difficulties. The Helena was with difficulty kept afloat herself and Captain Stoddard reports his experience in this storm to have been the most severe of a long time. The Richmond was battling with the heavy seas and seemed to be at a great disadvantage, almost dismantled and in imminent danger of foundering.

Yesterday evening the worst fears in regard to the fate of the vessel seemed realized when a dispatch from Dunkirk announced that three bodies had been washed ashore in that territory. The remains found could not be identified and bore no marks by which the name of the vessel from which they came could be ascertained. It was not long, however, before quantities of wreckage began washing ashore and on this debris traces of the "Dean Richmond" were discernible.

The local agent of the line to which the Richmond belonged immediately telegraphed to all points along the lake from Buffalo for information of the vessel, but no information as to her whereabouts could be obtained. All points gave new evidence of the severity of the gale and its disastrous effects upon lake shipping, and there is no doubt that the Richmond has foundered.

The condition of the bodies washed ashore at Dunkirk indicate that the unfortunate seamen had not been dead long; that they had probably been cast adrift some time during the night and had been beaten to death on the dangerous rocks that abound in this part of the lake shore. Wreckage is still being cast ashore and it is believed the Richmond foundered not more than three miles out in the lake. It seems impossible that anyone of those on board her could have escaped alive.

The crew of the Dean Richmond was composed of the following:

G. W. Stoddard, captain, Toledo.
George Boysen, second mate, East Toledo.
Samuel Meadows, wheelman, Toledo.
Frank Ernest, lookout, North Toledo.
K. Weiler, lookout, Toledo.
A. Dodge, second cook, Toledo.
Evans, chief engineer, shipped at Toledo.
Jacob Ernst, deckhand, Toledo.
William Zink, deckhand, Toledo.
George Schilling, porter, Toledo.
Walter Goodyear, first mate, Ottawa Lake, Mich.

J. E. Brady, wheelman, residence unknown.
Mrs. Retta Ellsworth, stewardess, Aylmer, Ont.
Frank Hilton, second engineer, Port Huron.
Therman Bathan, fireman, residence unknown.
William Sargenfret, fireman, residence unknown.

Frank Patten, deckhand, residence unknown.

Unknown man, deckhand, shipped at Buffalo.

Of the foregoing Captain Stoddard

leaves a family; Boysen a widow.

Mrs. Retta Ellsworth was a widow and had children in the west.

Frank Hilton was the sole support of mother and sister.

The chief engineer, J. H. Hogan, who left the boat before she departed on what proved to be her last trip, is at the world's fair. He is part owner of the lost steamer.

The Richmond was a "Clever leaf" boat and her crew were all from Toledo. She was the first of the large steamers which mark the coming of the present style of marine construction on the lake. She was of 1,257 tonnage, and was built in Cleveland in 1864, but was rebuilt in 1873. She was owned by Bottsford and others of Port Huron and was valued at \$46,000. It is believed that she was fully insured. The Richmond for several seasons past has been chartered to the Toledo, St. Louis and Kansas City line and ran in the general merchant trade between Toledo and this port. She carried no passengers. On her present trip her cargo consisted almost entirely of flour from St. Louis and other southwestern points.

Agent Hyde said last night that he supposed the Richmond became disabled in the great gale of Saturday and rolled herself to pieces in the trough of the sea. The crew remained on board with the hope that the steamer would ultimately go ashore, but this was not to be realized, and they were forced to make a fight for life without a chance to take to the boats. Had the beach been a sandy one some of them might have survived, but there was little hope for any survivor on the rocky shore at Dunkirk.

MINNEHAHA WRECKED.

Seven Souls on Board and Only One of Them Saved.

MANISTEE, Mich., Oct. 16.—The identity of the four masted schooner ashore near here has been established. The vessel is the Minnehaha of Cleveland, Captain William Packer, with a cargo of corn. Of the seven souls on board the schooner but one, Captain Packer, escaped.

Those drowned were:
John Rafferty, mate, Cleveland.
John Rafferty, Jr., Cleveland.
Mary Keefe, cook, Cleveland.
William Ahlstrom, sailor, Cleveland.
Two sailors, names unknown, both of Cleveland.

The schooner went ashore Saturday afternoon, and it was seen that she must soon be pounded to pieces by the heavy seas. The Manistee lifesaving crew was called upon for assistance the claim being made that the Frankfort crew could not be reached. A train was immediately made up and the crew and boat taken to Onokama where the boat was hauled 10 miles through the woods to Starke. Upon arriving there at midnight the Frankfort crew was found upon the ground, having arrived just before, but too late to be of any service.

The schooner Minnehaha had been thrown upon the beach at about noon. The sea was running very high and swept the decks clean, and the crew was all drowned except the captain, who jumped overboard with a plank and swam ashore. The Minnehaha was being towed by the steam barge Henry J. Johnson, also of Cleveland, which became disabled during the storm, and Captain Packer, fearing that he would go down in the open sea, cut the towline and put for shore.

The lifesaving crew returned to Manistee at 3 o'clock yesterday bringing Captain Packer with them. The captain said that his hatchway went over the rail and the hold began to fill with water when he cut loose; that was at about 11 o'clock, but a few minutes after he struck the bar the vessel broke in two, and within half an hour nothing but the bow was left. The crew were amidsthips while he was at the stern when the vessel broke: He took a plank and jumped.

They had no life preservers on board, and the opinion of the captain was that if there had been all would be alive to day. He refused to talk about the insurance, but very little information could be secured from him. He said he did not see the Johnson after he cut loose, but the boat was seen off Manistee passing south at 3 o'clock yesterday afternoon. The Minnehaha went to pieces two hours after she struck on the bar. None of the bodies have been recovered.

The lost schooner Minnehaha was owned by H. W. Johnson and others of Cleveland and was valued at \$25,000. She was insured for \$15,000 with the Commercial Union of North America, the London Assurance and one other company whose name could not be learned at present. She was built in 1880 and has been unfortunate from the start. Two years ago she was wrecked near Detroit and remained on the rocks all winter, being abandoned to the underwriters, who finally rescued the wreck and sold it.

ON LAKE SUPERIOR.

One of the Most Severe Gales Ever Experienced on That Body of Water.

DULUTH, Oct. 16.—Special to The News Tribune from Sault Ste. Marie, Mich., reports the most severe gale ever experienced on Lake Michigan. The disasters reported, although not very serious, are numerous.

The steamer Spencer with the barge Pennington in tow lost her main topmast and lower mast off Vermilion Bluffs and is now under shelter behind White Fish Point.

The steam barge Calvin, with the schooners Cyclone and Augusta, left Port William Thursday afternoon and have not arrived yet. The steamer Alberta, which left 24 hours behind them,

saw nothing of them. The Alberta arrived here with her pilothouse doors and windows smashed, and part of her cabin raised forward and probably some of her cargo is wet.

The steamer Rosedale had her cabin stove in.

The Castalia was released by the tug Merrick from Encampment and towed to Mud lake, where she is waiting for the water to raise. She is leaking some and one compartment is making one inch an hour. The water at Encampment is three feet lower than at the canal.

The schooner Yauan, in tow of the Wallula, is ashore at Waiskai bay. The Wallula was badly shaken up but not seriously damaged.

The steam barge City of Cleveland, of the A. P. Brady fleet is ashore, and full of water north of Beaver island on Lake Michigan.

All upbound boats have left here, but will probably go under White Fish Point for shelter. Downbound boats will have trouble at Encampment on account of low water.

The Jay Gould came into Bay Mills with five feet of water in her hold. The first mate, Benjamin Johnson, was caught by the sea and washed overboard. Another wave washed him back on deck again. The Jay Gould passed a quantity of wreckage above White Fish Point, including hatches and hatch frames. A sailor of the Pennington, John Anderson, had his shoulder broken and is in the hospital here now.

The steamer Kershaw is ashore at Waiskai river and the schooner Sage, one of her consorts, is ashore near where the Ironton is on. The Ironton is in bad shape.

HEAD-END COLLISION.

Two Men Instantly Killed and Several Others Badly Injured.

TOPEKA, Oct. 16.—A head-end collision occurred on the Chicago, Rock Island and Pacific railroad at Paxico, 20 miles west of Topeka, at 2 o'clock Sunday morning, between a freight and passenger train. Two colored tramps riding on the mailcar were instantly killed.

The passenger train arrived at Paxico an hour behind time. The train had misunderstood the train dispatcher's orders, and were not expecting to meet the freight train, which was about to go on a sidetrack to permit the passenger train to pass.

Among the injured are:
Postal Clerk E. E. Harter of St. Joseph, serious injuries to the spine and may die.

Charles Topping, engineer of the passenger train, jumped from the car and received a bad cut on the head; bruised about body.

Baggage man John Forsythe of Kansas City, injured on right side and internally.

The dead and wounded were all brought to Topeka on a special train.

The engine, baggage, mail and express cars were completely wrecked and the freight train was piled in great heap.

MOVING THE INDIANS.

Running Antelope and His Band Mus Go Back.

PINE RIDGE, S. D., Oct. 16.—Fourteen mounted Indian police have left here for the purpose of escorting Running Antelope and his band of about seven lodges, now encamped on White river, 25 miles north of here, to their own agency, Standing Rock, on the Missouri river.

These Indians have been here for the past month or two and the government decided that they shall go home. Orders were given to this effect about 10 days ago, and some of them went. The remaining seem reluctant to move, but it is believed that they will accompany the Indian police without resistance. The government has a strong man at the helm here in the person of Captain Charles G. Penny, Sixth infantry, and the general feeling among the Indians is that of contentment.

CLUBHOUSE BURNED.

Two Men Jump Into a River to Save Their Lives.

DETROIT, Oct. 16.—The clubhouse of the Detroit boat club, which was situated on the northeast shore of Belle Isle park, was totally destroyed by fire at 1 o'clock Sunday morning. The club lost all of its records, trophies, shells, canoes and pleasure boats. A sailboat that was moored close to the house was also destroyed.

So quickly did the flames spread that the two men in charge, who slept in the building, had to jump into the Detroit river to save their lives. Fortunately a drenching rain had fallen for 24 hours and thoroughly saturated the old leaves or the entire block might have been swept clear of its beautiful forest. The club's loss is about \$16,000, and individual losses will aggregate \$4,000. The club has an insurance of \$8,000.

A Novel Tour.

NEW YORK, Oct. 16.—Mrs. M. V. Terhune (widely known by her nom de plume of "Marion Harland"), has sailed for a protracted tour in the east. It is Mrs. Terhune's purpose to travel through Syria and Palestine. She has engaged David Jamal of Jerusalem, the most experienced oriental dragoon, as her escort, and will make camel-back pilgrimage to Bethlehem, to Abraham's tomb at Hebron, to the harems of Damascus, to the famous monastery of Mar Saba, the oldest in the world, and to other places. She is accompanied by her son.

Ex-Officials Indicted.

HOF SPRINGS, Ark., Oct. 16.—The grand jury has returned an indictment against ex-Mayor John Loughran for grand larceny. Ex-City Treasurer B. D. Rapley was also indicted for embezzlement. Each gave bond.

MOVEMENT OF AMERICAN COTTON.

Weekly Report Made by the New Orleans Cotton Exchange.

NEW ORLEANS, Oct. 16.—The movement of the American cotton crop, as shown by Secretary Hester's weekly New Orleans Cotton Exchange report, just issued, is about the same as last season, the week's gain having been 285 bales.

The first million mark was passed during the week, while the same occurrence took place in the last crop during the corresponding seven days of last year, both being a week behind the season of 1891-2. In fact this and last season are running about the same, the total brought into sight to date, 1,067,000 bales in round numbers, being but 2,000 bales ahead.

The amount brought into sight during the week is 232,477 bales, against 324,192 for the corresponding seven days of last year and 449,627 for the same time year before last, making the total of the last 13 days of October 561,485 against 528,329 and 785,787. The amount brought into sight since Sept. 1 has reached 1,066,734 against 1,064,670 last year and 1,618,104 for the same time year before last.

Foreign exports for the week were 105,471, against 127,161 last year, making the total thus far for the season 350,398; against 385,013 last year.

The movement since Sept. 1 shows. Receipts of all United States ports 825,131, against 805,126 last year and 1,220,429 for the year before last.

Overland across the Mississippi, Ohio and Potomac rivers to northern mills and Canada 34,040, against 64,636 and 113,743 for the same time year before last. Interior stocks in excess of those held at the close of commercial year, 111,437 against 100,531 and 195,959 southern mill taking 96,126, against 94,314 against 87,907; northern mill takings during the past seven days show an increase of 14,087 as compared with the corresponding period last year but total takings since Sept. 1 have decreased 65,234.

The total takings of American mills north, south and Canada, thus far for the season has been 197,954 against 201,963 last year. These include 100,093 by northern spinners, against 165,329.

Stocks at seaboard cities and 20 leading southern interior centers have included during the week 154,356 bales, against an increase during the corresponding period of last season of 150,091 and are now 122,344 smaller than at this date in 1892.

Including stocks left over at ports and interior towns from the last crop, and the number of bales brought into sight thus far of the new crop, the supply to date is 1,376,690, against 1,597,558 for the same period last year.

FROST IN THE SOUTH.

The Cotton Crop and Other Vegetation Greatly Damaged.

MEMPHIS, Oct. 16.—A killing frost fell in this section Saturday night, greatly injuring crops and vegetation. The cotton crop will be cut short 15 or 20 per cent and in the lowlands the crop will be a failure. The frost seems to have been general throughout the Mississippi valley.

A special to The Commercial from Vicksburg, Miss., says: Cotton and other tender vegetation in the lowlands was nipped by frost in this portion of Mississippi, and heavy frosts are reported in northern Louisiana where much lower temperature is recorded. Owing to the drought and other causes the damage will be great.

A special from Canton, Miss., says: The cold wave that struck this section on the 12th resulted in a white frost. Thin sheets of ice were also seen in shady places. Considerable damage will result to late cotton, as a great deal is still unmaturing.

A dispatch from Greenville says: The first frost of the season fell here, killing all the tender vegetation and doing considerable damage to cotton.

SAVED FROM THE GALLOWS.

A Brutal Murderer Acquitted on the Grounds of Insanity.

ST. LOUIS, Oct. 16.—May 11 last John Daley, known as "Crazy John" and "Salvation Daley," killed his wife by chopping her head off with an ax. The scene of the tragedy was a horrible spectacle. When the officers entered the room the headless trunk of the murdered woman was on a bed and Daley was clinging to it and crying. Daley was found wandering on the street and admitted the killing.

Much expert and other testimony was presented at the trial which, lasted three days, as to Daley's sanity. The case was given to the jury Saturday night at 10 o'clock, and after deliberating 15 minutes a verdict of acquittal on the grounds of insanity was rendered. Daley became a homicidal maniac through a frenzy of religious excitement.

STILL AT LARGE.

The Murderer of an Indianapolis Policeman Makes Good His Escape.

INDIANAPOLIS, Oct. 16.—Billy Reed who brutally murdered Special Officer Baker at Maennerchor hall Friday morning, is still at large, and the police have telegraphed the authorities in a number of cities to be on the watch for him. It is now believed that Reed boarded a train soon after his murderous assault upon the officer and left the city.

Harry Van, who was with Reed at the time of the murder, was arrested yesterday and is being held. His statement throws no light upon the murder as he left the scene just as Barker was killed and did not see Reed afterward.

Mr. Wilson of Washington has introduced a bill in congress appropriating \$250,000 for the extra session of a ship canal to connect Lakes Union and Washington with Puget sound.

WILL TALK ALL WEEK.

Nothing Expected of Congress For Some Time Yet.

COMPROMISE ON SILVER LIKELY.

It Is Now Believed That Such Will Be the End of the Present Situation—The Chinese Immigration Question Will Occupy the Week in the House.

WASHINGTON, Oct. 16.—Notwithstanding the interesting and important character of the debate progressing in the house upon the question of Chinese immigration and registration, the silver situation in the senate, holds first place in public attention.

As to the matter of rules, there is no belief that any change will come within the immediate future, despite the introduction of several amendments recently by members who want to see the senate governed by rules which will enable the minority to control debate within what they conceive to be reasonable limits. The time for a modification of the rules is not yet ripe, nor will it be, in the opinion of practical observers, until the consideration of the subject can be entered upon without prejudice or passion.

As to the silver question, the common expectation is that some compromise will be brought forward on the Democratic side and be pressed to a vote at the earliest possible moment. Just when this moment will arrive doubtless depends largely upon the nature of the forthcoming compromise, for if it is not acceptable to the silver Republicans and Populists, they can, and probably will, put many obstacles in the way of its enactment into law.

The probable course of events meanwhile is a continuation of the debate for a few days at least. This debate has assumed a more interesting character since Senator Jones of Nevada began his speech Saturday and promises to revive a slugging interest in the subject. Mr. Morgan will follow Mr. Jones, but the order of speakers has not been definitely arranged.

In the house immediately after the vote on the Chinese bill has been announced, Mr. Cox of Illinois will call up his bill for the better regulations of national banks, which has been favorably reported from the committee on banks and currency. The bill provides: "that no national bank shall make any loan to its president, its vice president, its cashier, or any of its clerks, tellers, bookkeepers, agents, servants or other persons in its employ until the proposition to make such a loan, stating the amount, terms and security offered, therefore, shall have been submitted in writing by the person desiring the same to a meeting of the board of directors, or of the executive committee of such board, if any, and accepted and approved by a majority of those present constituting a quorum."

The said acceptance and approval shall be made by a resolution, which resolution shall be voted upon by all present at such meeting answering their names as called, and a record of such vote shall be kept and state apparently the names of all persons voting in favor of such a resolution and of all persons voting against the same and how each of the such persons voted.

"No bank shall permit its president, its vice president, its cashier or any of its directors, or any of its clerks, tellers, bookkeepers, agents or servants or other persons in its employ to become liable to it by reason of overdrawing account. It is also provided that a schedule of all such loans shall be reported to the comptroller of the currency."

Not much debate is anticipated on this bill, as Representative Warner, a member of the committee, is the only antagonist the bill has so far as known.

His objection, as stated in his minority report, is based on the ground that the essential office of federal law in reference to national banks is in connection with their circulating notes, and this act is so exclusively for the protection of stockholders and depositors, that the proposed extension of federal interference with the banking business should not be enacted into law. Representative Hepburn of Iowa, who was solicitor of the treasury under the Harrison administration, commends the measure.

After the bank bill is out of the way, the bill to establish a uniform system of bankruptcy throughout the United States will be taken up and its consideration will doubtless occupy the remainder of the week.

DELIBERATE SUICIDE.

An Old Man That Could Not Live a Day Without His Wife.

TOPEKA, Kan., Oct. 16.—R. P. Beeler, aged 55, the father of 19 children and four times married, committed suicide yesterday afternoon at his home in North Topeka with the aid of a double-barreled shotgun. The old man put one extra load in the gun, placed it on the kitchen floor, attached a string to the trigger and passed the string around the leg of the stove. He then lay down with the muzzle close to his breast and pulled the trigger. Both loads plowed a big hole clear through his body, killing him instantly.

Beeler's wife was about to depart for the south for the benefit of her health, and in a note to her the old man said he could not live even a day without her. He also said it was his desire that she inherit all his property.

NEW ORLEANS, Oct. 16.—The first step toward preventing the Mitchell-Corbett fight taking place here is a suit against the Olympic club for \$12,000 taxes. The decision is considered to be important as that may stop even glove contests in the future.